



Bernard Geier, Chief, General Aviation Division, Wn., D. C.; Mrs. Paul Newby, Paul Newby, and Lester Severance. (see article below)

Vol. 27 — No. 3

FLIGHT INSTRUCTOR OF THE YEAR

By: LESTER E. SEVERANCE, Chief
RM-GADO-5, Helena

Paul Newby of Flight Line, Inc., Belgrade, Montana, was presented with the Flight Instructor of the Year Certificate at the Montana Aviation Trades Association meeting at Kalispell, Montana on March 5, 1976 by Bernard Geier, formerly GADO Chief at Billings, and now Chief, General Aviation Division, in Washington, D.C., and Lester Severance, Chief of the Helena GADO office.

CHARTS AND DIRECTORIES

It has come to our attention that some of the airport directory refills have had blank pages or pages printed upside down. If you find any such problems with your directory refills, please mail them back to us and we will mail you a new filler by return mail. If you ordered a refill and haven't received it yet, please let us know as they have all been mailed out.

We still have not received the new aeronautical charts, but as soon as they come in they will be mailed to all those who ordered them. We certainly regret this delay but it has been out of our hands.

NEW CHIEF, AIR TRANSPORTATION BUREAU



Mike Ferguson has announced the appointment of Jim White as Chief, Air Transportation Bureau, effective March 1, 1976.

Jim comes to the Aeronautics Division from a recent tour in the Navy. A 1965 graduate from Carroll College with a B.A. in Economics and Business, he joined the Navy in the fall of 1965, and after completing Officer Candidate School and flight training, served a tour as a formation flight instructor at Pensacola, Florida. From there he served a tour

MONTANA and the SKY



MONTANA DIVISION OF AERONAUTICS

March, 1976

at Norfolk, Virginia in VR-1, a Navy transport squadron.

In 1969 Jim left the Navy and flew for Northwest Orient, as a flight engineer on the Boeing 727, domiciled in Minneapolis, Minnesota. Following a company furlough in 1970 he returned to the Navy and was based in Naples, Italy for four years, where he flew multi-engine transport aircraft throughout Europe. For the past year he was stationed at Glenview Naval Air Station, just north of Chicago. He has held numerous ground positions in aviation while in the Navy.

"Having lived in Helena for three years while attending Carroll, I feel like I'm returning home," Jim said. "My family and I have traveled for ten years, and are very happy to be returning to Montana to settle down."

Jim is married to the former Patty Gardner, and both were born and raised in Anaconda, Montana. They have three children and are in the process of moving to Helena.

NOTICE! NOTICE! NOTICE!

This will be the final issue you will receive if you have not sent in your \$1.50 annual subscription fee. If you wish to continue to receive Montana and the Sky, send in your check by return mail.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

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**Official Monthly Publication
of the**

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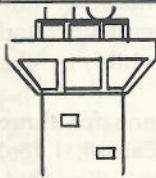
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Edited by: Bernice M. Peacock

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TOWER

OPERATIONS

Total Operations Instrument Operations

JANUARY 1976

Billings	7,556	2,181
Great Falls	6,606	1,896
Missoula	5,684	707
Helena	4,540	658

FEBRUARY 1976

Billings	7,369	2,075
Great Falls	6,687	2,611
Missoula	6,934	709
Helena	4,425	598

PILOT AIDS

Montana Aeronautical Chart.....\$2.00

Montana Airport Directory:

Loose leaf binder.....\$1.00

Insert.....\$1.00

Subscription—

Monthly newsletter.....\$1.50

***Administrator's
Column***



I attended the Montana Aviation Trades Association Convention held in Kalispell March 4-6. Many informative sessions were presented and well attended by the members. The MATA (for those in question) is the Montana chapter of the National Aviation Trades Association, which is an organization primarily comprised of agricultural and fixed base operators. I feel this organization is most beneficial to all aviation oriented businesses and would like to encourage all operators to consider joining.

I think we were very fortunate in having Bernie Geier, Chief, General Aviation Division, Washington, D.C. give an update on new policies and programs being implemented by his division of the FAA regarding general aviation. Bernie discussed problems and answered many questions presented by the members, and I feel we could not ask for a more qualified man to head up that branch of the FAA.

Dave Sclair of Western Flyer was the guest speaker at the banquet and was very encouraging about the future of general aviation.

The new officers elected are Jim Stroh, President, Dick Van Luchene, Vice President, Paul Newby, Executive-treasurer, and Denny Lynch, Andre Morris, Bill Ferguson and Jeff Morrison, directors.

My congratulations to Mike Strand, convention chairman for a well organized and informative convention.

* * * * *

A meeting was held at the Aero-

nautics Division on March 10 with several interested pilots, Mr. Bill Lovett, Facilities Chief, Salt Lake Air Route Traffic Control Center; John Williams, Chief, Great Falls Flight Service Station; Chuck White, Chief, Airways Facility, Great Falls; C. Loomis, Plans and Programs, Regional Office, Denver; Ken Kerr, Air Traffic Control Center, Salt Lake City; Will Mavis, Chief, Flight Service Station, Helena; and me in attendance. A briefing was given regarding the closure of the Great Falls Center and changing over to Salt Lake Center. Many questions and discussions were entertained during this meeting. Mr. Lovett will be most happy to present additional briefings throughout the state upon request, so if you feel your pilot group would like to have Mr. Lovett attend one of your meetings, please let me hear from you and I will try to make arrangements to fit your schedule.

* * * * *

The Board of Aeronautics met March 18 and 19. The agenda covered many items of importance, including the preliminary report by Mr. Ritch Secor of T.A.P., Inc. Bozeman. Ritch briefed the board regarding the "Over-the-Pole" feasibility study which is a study to see if it would be feasible to have direct flights to Europe from Montana. It is felt that we are possibly losing a tremendous European market through Calgary and that if the results of this study are positive, the air carriers will be interested. Presently charter flights are overflying Montana from Europe to Los Angeles and many of these flights have to land short of their destination due to fuel requirements and headwinds, however, they cannot deplane prior to clearing customs and immigration at their destination.

* * * * *

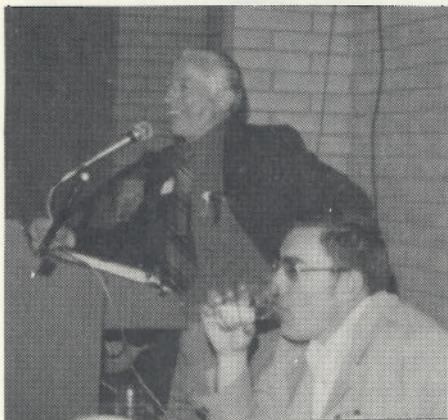
Although it is mentioned elsewhere in this publication, I would like to welcome Jim White to our staff. Jim is taking over the job I vacated last July as Chief of the Air Transportation Bureau. Besides sharing in the flying workload he will be working with fixed base operators re-

garding charter and aircraft rental, airline coordination, and administering the airplane pool.

I feel Jim's background is excellently suited for his new job and hope you will all have an opportunity to meet him in the near future.

* * * * *

In closing, I would again like to invite you to drop into our office the next time you are in Helena, or if you have any problems regarding aviation, please feel free to call me collect.



Bernard A. Geier, speaking at the MATA Convention. New president Jim Stroh in the foreground.



Dave Selair, publisher of Western Flyer, main banquet speaker at MATA Convention.

NOTICE TO AIRMEN

On the ENNIS page of your 1976 Montana Airport Directory it should be listed as **BIG SKY AIRPORT** not **BIG SKY FIELD** and the phone number under remarks should be 682-4207. Please take a minute to make these changes in your directory.

CIRCLE AVIATION



By: TED MATHIS

Circle Aviation is located at the Circle Airport and is owned and operated by Donald R. Wilson. Its services include 80/87 and 100/115 aviation fuel as well as major airframe and powerplant repair. Flight instruction is also available in their Piper Cherokee.

Don Wilson grew up in eastern Montana and graduated from Jordan High School. After spending 23 years in the Navy he worked as a fixed base operator in Norfolk, Virginia before returning to Circle.

Don is a commercial pilot with SEL and CFI ratings and is also a licensed A & P mechanic with Inspector's Authority. He also holds a parachute rigger's license. Don says the only hobby he has time for is aviation and he is presently working on

an experimental aircraft which he designed himself.

Don and his wife Bertha make their home in Circle.

Aviation activity at the Circle Airport has increased a great deal in recent years and many improvements have been made to the field and facilities. Among these many improvements is the nice new steel building which houses Circle Aviation.



Circle Aviation owner/operator, Donald R. Wilson.

NEW PILOT

The name of Emily Mae Evans, Butte, Mt. was left off the list of those receiving their pilot's license by the FAA. Emily received her license from George Weatherall at Butte Aero on December 19, 1975. Congratulations, Emily.



Donald R. Wilson stands with his Piper Cherokee in front of Circle Aviation.

GREAT FALLS HANGAR MEETING



By: JACK WILSON, Chief Safety & Education Bureau

Dr. Milton Small, State President of the Montana Pilots Association, addressed the pilots at the Great Falls Hangar meeting March 8, 1976. This meeting was held at Shakeys Pizza in Great Falls. The main item of discussion was the General Aviation Airport being built five miles north of Great Falls.



Dr. Milton Small, President, Montana Pilots Association.

FAA BUYS AUTOMATED EQUIPMENT TO IMPROVE PILOT BRIEFINGS

The Federal Aviation Administration has awarded a \$2,042,184 contract to a Texas firm for automated flight service station equipment designed to improve the speed and quality of pre-flight and in-flight pilot briefings, according to a press re-

lease from the FAA.

The computer-based system, called AWANS for Aviation Weather and Notice to Airmen System, is a key element in FAA's program to automate its flight service station network. It will be installed in the Washington FSS for operational use early next year.

The AWANS computer provides automatic processing of flight data, replacing the present manual system whereby FSS specialists must sift through reams of teletype printouts. Using a special keyboard, the specialists then can call up a variety of vital flight and weather information from the computer for showing on a TV-like cathode ray tube display. This enables them to brief pilots with increased speed and efficiency while providing more up-to-date flight information.

A prototype of the AWANS system presently is undergoing a year-long test at the FAA flight service station in Atlanta.

Installation of AWANS at the Washington FSS will follow a shift of that facility later this month from National Airport to Leesburg, Va., where it will be co-located with the FAA's air route traffic control center there. Purpose of the move is to demonstrate the feasibility of co-location of such facilities and eventual consolidation of several flight service stations into a larger "hub type" station.

Until AWANS is ready, FAA will use a less sophisticated semi-automated display system at the relocated Washington FSS.

The FSS automation program is part of FAA's effort to hold down the cost of operating these facilities, provide better service to airmen and improve working conditions for flight service specialists. There are 319 flight service stations operated by the FAA in the 50 states to assist pilots with flight planning and operations. Although not involved directly in the control of air traffic, the FSS processes flight plans, serves as a communication link and advises pilots of weather, wind, airport conditions and other vital planning information.

AVIONICS BULLETIN

By: RICHARD J. BLAESIUS
Chief, Electronics Program
RM-GADO-5, Helena

The following guidance relating to altitude encoders and transponders is provided for your information. For specific details, refer to FAR 91.24, 91.90, and 91.177.

1. ALTITUDE ENCODERS

- Required for aircraft operations which penetrate any part of Group I TCA airspace.
- Required for operations conducted in all controlled airspace of the Continental USA (excluding Alaska) above 12,500 MSL (below 2500 AGL excluded).

2. TRANSPONDERS

- Required for flight operation which penetrate any part of Group I TCA airspace.
- Required for flight operation within Group II TCA with following exception:

IFR flights to/from airports outside of the TCA where the commonly used transition, approach or departure procedures intercept the TCA.

- Required in all controlled airspace above 12,500 MSL (below 2500 AGL excluded) of the Continental USA (excluding Alaska).
- Required for flight operation within Group III TCA unless two-way radio communication with ATC is maintained and the pilot provides position, altitude and proposed flight path prior to entry.
- All transponders must meet TSO C74 (b) or (c). If your present transponder was manufactured under the old TSO (C74 or C74a) or no TSO, contact a radio repair station or the manufacturer to determine modification procedure.
- After January 1, 1976, FAR 91.177 requires that the transponder must have been checked within the preceding 24 months and found to comply with FAR 43, Appendix F.

AVIATION EDUCATION NOTES



By: SAM GRIGGS, Supervisor

Aviation Education has taken two steps forward in its continual efforts to reach into the classroom and effect the educational process of our young people.

Our aviation space outline for teachers at all levels has been completed enough for teacher critique.

On Friday, February 13 we had our first meeting held at the Aeronautics office with Helena area teachers. We distributed seven copies of our outline and discussed with them just what we hoped the outline would accomplish. We left them the outlines to determine whether the objectives were met.

Two weeks later we all met again for discussion. We felt we had an excellent response. The teachers were extremely interested in the project and to a person reluctantly returned the outlines.

We went to Butte on Wednesday, March 10, for the same reasons. We met with Mr. Shutey, the Administrator responsible for curriculum development. He had previously arranged for us to visit many of the area schools and discuss the outline with the teachers. Again we met with highly interested people.

On Wednesday, March 17 we again returned to Butte for a productive meeting and excellent teacher input.

We received a letter from Roger Young, Executive Vice President of Great Falls Chamber of Commerce

wanting to introduce the outline into the Great Falls school system.

We expect to go to print soon and start implementing the outline into the school systems statewide.

We are extremely pleased with the reception we have had.

THE BALLAD OF HEZIKIAH DYER



By: H. W. DEMMERLY
Accident Prevention Specialist
RM-GADO-5, Helena

Hezikiah Dyer, that not too bright
flyer,
Talked long of his judgment and skill.
He said, "Just for spite, I'll take this
old kite,
And I'll go wherever I will."

"I don't give a care for the rules of
the air,
I fear not the aerial fuzz,
Upon my skill I rely, whenever I fly,
Even when I'm out to buzz."

"I can land anywhere, to pick up a
fare,
In snow or in mud or on ice.
Regardless of where I take to the air,
My talent will more than suffice."

Until one day in town, he met Harry
Brown.
And now the tale gets sticky.
Said Brown with a frown, "Let's go
you clown.
You can show me some flying that's
trickey."

So off they did go; Harry's ranch was
below,
The field was inviting and white.
The depth of the snow, was a foot or
so.
The wheels wouldn't roll just right.

So land it they did and I'm telling
you kid,
Common sense Hez sure did lack.
They touched down in snow, the
wheels wouldn't go;
The aircraft went over on its back.

AVIATION WEATHER

We have been advised that after the briefing each week the following listed "Feature" segments will air on Aviation Weather which is transmitted nationwide on Friday nights by the Public Broadcasting Service:

Date PROGRAM

April 1 and 2

BOB HOOVER—Robert A. Hoover, one of America's foremost aerobatic pilots, discusses and demonstrates the importance of knowing your aircraft and yourself when you fly. (Taped at the Reading Show—1975)

April 8 and 9

THE JOYS OF IFR—A discussion of the benefits of instrument training and an examination of IFR skills helpful to VFR pilots.

April 15 and 16

SPRING CLEAN-UP—A look at the "care and feeding" of your airplane . . . especially one that's hibernated all winter.

April 22 and 23

RENTAL AIRCRAFT—A consumer's guide to rental aircraft—responsibilities, liabilities, limitations.

WRIGHT BROTHERS MEMORIAL TROPHY PRESENTED TO CLARENCE L. "KELLY" JOHNSON

The National Aeronautics Association, based in Washington, D. C. has advised that Aviation's Man of the Year, Kelly Johnson, recognized the world over as being perhaps the most outstanding designer in the history of aviation was presented the National Aeronautic Association's 1975 Wright Brothers Memorial Trophy before a distinguished audience of over 1000 aerospace and governmental

leaders at a December banquet hosted by the Aero Club of Washington in commemoration of the 72nd anniversary of man's first flight.

In making the presentation, NAA President John P. Henebry stated that:

"His is a technique that is mirrored nowhere else in the aerospace industry. It is first to set goals never before attained, then assign the best talent to each increment of the problem, combine the solutions and finally refine the overall effort—all of this to be accomplished on a tight but practical schedule—42 trainers, fighters, bombers, transports and reconnaissance aircraft which are among the best known in the world.

"Many honors have come to Kelly Johnson for his unique contributions to aerospace developments through the years. However, no one else in the history of aviation can lay claim to having received two Robert J. Collier Trophies, as well as the Wright Memorial Trophy. No one is more deserving."

Kelly Johnson who later recalled that as a youngster of 12 in Ishpeming, Michigan, though never having seen an airplane other than in magazines of the time, made up his mind even then that all he ever wanted to do for the rest of his life was to "design airplanes". The citation on the trophy, which is a miniature silver replica of the original Wright Flyer, speaks for itself as to just how well Kelly fulfilled his lifelong ambition—which has been of tremendous significance to the United States and the world:

"For his vital and enduring contributions over a period of 40 years to the design and development of military and commercial aircraft."

Mr. Johnson, in accepting the trophy, expressed his lifetime admiration and understanding of the Wright Brothers' genius which has been such an inspiration to his career. He also admitted how hard it was throughout his career as an aircraft designer to invent something really new that the Wright Brothers hadn't applied

or made use of many years ago. Whether tricycle landing gears, catapult launching devices, opposite rotating propellers, thin high lift wings, dual vertical tails, canard control surfaces, variable wing camber and many other features. The Wright's, according to Kelly Johnson, also made good use of the wind tunnel as a design tool and built their own engines and propellers with most commendable design skill—"It is therefore with great humility, pride and admiration of them that I accept the award made in their name tonight."

THE SOFT TOUCH



By: DALE UPPINGHOUSE
Accident Prevention Specialist
RM-GADO-1, Billings

A boy in his teens finds out that girls are soft. He doesn't find out that this is only a surface condition until he is trapped. The softness fools him.

Aspiring aviators in Montana can be lulled into complacency in somewhat the same manner. Montana is semi-arid. We get used to taking off and landing on dry or hard surface runways. When we encounter a soft field, we don't get alarmed about it. Sometimes we should. The situation is strange to us and we tend to get mechanical. We operate the controls a bit like the school boy at his first dance. Often times we make the wrong moves.

Inspectors giving flight tests often ask for a demonstration of a soft field landing. Quite often we are treated to a nicely executed **short** field landing instead. That type of landing on a **soft** field could easily extract the

nose gear. My first point is: Get together with your flight instructor and make sure you are using the correct technique. Point number 2: More airplanes are wrecked because the takeoff or landing should never have been attempted in the first place, not because the technique was wrong. Even with the best technique, there are times when a takeoff or landing through the "guck" just isn't possible.

When operating from soft fields, the newer airplanes with tiny nose wheels, small main wheels, and lots of power, can really dig in—not out. None of the wheels are propelling and the line of thrust from the propeller is tending to tip the airplane forward. In other words, an airplane is not a four-wheel drive jeep. Don't treat it like one. Please take my word for it. Don't bet a seventy-five thousand or even a five thousand dollar airplane that I'm wrong.



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

PRIVATE

- Emily M. Evans, Butte
- David M. Carroll, Billings
- Velma J. Innes, Roundup
- Ted J. Helmer, Billings
- Ronald R. Devlin, Terry
- Rene L. Bancroft, Billings
- Aarne J. Luoma, Trochu, Alberta
- Joseph Lambert, Cadillac, Sask.
- Robert R. Blew, Havre
- Lloyd A. Clark, Calgary, Alberta
- John J. Owens, Edmonton, Alberta
- James H. Van Eaton, Shellbrook, Sask.
- Billy D. Butler, Hilger
- Francis R. Matthews, Calgary, Alberta
- Gerald L. Schleining, Billings
- Donald G. Welborn, Dell
- Scott R. Becker, Circle
- Marshal J. Jones, Billings
- Jimmy L. McFadden, Missoula
- Clifton M. Reichelt, Great Falls
- Ronald E. Lentzner, Glasgow
- Duane W. Scanland, Corvallis

Leland F. Hilton, Hamilton
 Lee W. McElwain, Butte
 John W. Morse, Dillon
 Myron T. Currie, Butte
 Jeffrey G. Butcher, Missoula
 Paul G. Tarmann, Billings
 Richard M. Crites, Gildford
 David B. Rossetter, St. Charles, IL (Glider)
 Robert A. Zimmerman, Poplar
 Donald L. Horak, Great Falls
 Thomas D. Cazier, Townsend
 Robert R. Bold, Big Sandy
 Mark D. Pankratz, Regina
 Larry R. Peigneux, Regina

COMMERCIAL

Eddie P. Underwood, Ashland
 William P. Corbin, Miles City
 Sherman Ewing, Claresholm, Alberta
 Ronald A. Rudnick, Missoula
 William K. Martin, Hardin
 Steven H. Watts, Miles City
 Richard D. Pitcher, Missoula
 Justin M. Ferguson, Big Timber (RH)

INSTRUMENT RATING

Morris G. Lindsey, Great Falls
 Kerry N. David, Great Falls
 Jon F. Drake, Billings (IRH)
 Ray A. Curtis, Billings

MULTI-ENGINE RATING

Alfred E. Hardy, Circle (Reinstate)
 John D. Lynch, Billings (Reinstate)
 Jeron Taylor, Glendive (Reinstate)
 Jackie D. Sharp, Lakeside

FLIGHT INSTRUCTOR

Henry S. Turner, Sidney

GROUND INSTRUCTOR

Wilfred A. Werner, Great Falls (AGI)

AIRFRAME MECHANIC

Brent E. Vetter, Helena
 Daniel L. Mohn, Great Falls

POWERPLANT MECHANIC

Stanley E. Tordale, Helena

AN INTERESTING AVIATOR

By: TED MATIIS

On a recent trip to Hamilton we had a chance to visit with a man who must be one of Montana's most interesting aviators.

Stan Cavill is a native of the Harlowton area and learned to fly in



Mr. Stanley Cavill with his Cessna 210.

1927 in an American Eagle. His aviation career has taken him from barnstorming in a Waco in eastern Montana to flying Boeing 720's for Western Airlines. He has over 27,500 hours as pilot in command.

These days Stan makes his home in Hamilton. He is still very active in aviation and enjoys flying his Cessna 210. This spring Stan and Homer Martin are going to recover Homer's J-3 Cub and we wish them luck on their project.

NOTE: Stan's interesting aviation career is better described in Frank Wiley's book, MONTANA AND THE SKY, which is available from this office at \$10.00 per copy.

FAA INSPECTOR ITINERARIES FOR APRIL, MAY & JUNE, 1976

One or more inspectors will be at the following airports on the date(s) specified for the purpose of practical examinations, flight tests and aircraft inspections. Appointments for these services should be requested a week in advance to allow for scheduling of inspectors. Written examination services may be provided at itineraries and other locations if prior arrangements are made with the General Aviation District Office.

Flight Tests. Properly certificated aircraft with aircraft log books and required documents must be presented for all aircraft used for flight

tests.

Airport operators are encouraged to advise the General Aviation District Office of anticipated workload prior to itinerary dates to assure adequate inspector personnel coverage. Scheduling of visits other than those listed will be made commensurate with workload and availability.

BILLINGS GADO

City	Airport	April	May	June
Culbertson	Culbertson	7	2	
Glasgow	Municipal		5	
Glendive	Dawson Community		19	
Lewistown	Municipal	21		16
Miles City	Municipal		20	
Sidney	Richland County	8		3

City	Airport	April	May	June
Bozeman	Gallatin Field	21		23
Great Falls	International	7		9
Havre	Havre City-County		5	
Kalispell	City & International		19	
Missoula	Johnson-Bell Field	14	12	16

CALENDAR

April 5-9 — Aeronautics Division sponsored Flight Instructor Refresher Course, Travelodge, Helena.

April 30-May 2 — MPA Convention, Havre, Montana.

May 20-21 — Board of Aeronautics Meeting, Helena.

May 27-31 — Angel Derby, Quebec, Canada to Fort Lauderdale, Florida.

June 1 — Yellowstone Airport, West Yellowstone, Montana opens for the season.

June 13 — Havre Airshow by Jim Franklin Team.

June 13 — Langhus Fly-In, Big Timber.



Pictured left to right: Cadet Basic Mike Denherder; CWO Keith Davis; (Helena Cadet Sqdn); 2nd Lt. Melvin Hatfield; (Great Falls Comp. Sqdn.); Mr. Rod Herrig, Mr. Larry Davis (Havre MPA); Cadet Col. Kevin Severe, and Cadet Sgt. Karen Patterson, (Great Falls Comp. Sqdn.).

CIVIL AIR PATROL RECEIVES DONATIONS

The Havre Chapter of the Montana Pilots Association gave two \$100 donations. The \$100 checks were presented by Rod Herrig and Larry Davis of the Havre chapter to the Great Falls Composite Squadron and the Helena Cadet Squadron. The donations were in appreciation for work the cadets performed during last year's Havre Air Show.

NOTICE TO PILOTS

We have been informed that the Roundup runway has been closed to all aircraft weighing in excess of 4,000 lbs. During conditions of thaw or wet, the airport may be closed to all traffic if the airport manager feels that it is necessary.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—“To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states.”



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March, 1976

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